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LIMITED,  
THE HONGKONG DISPENSARY.NOTICE TO CORRESPONDENTS.  
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On March 1st, at Shanghai, to Mr. and Mrs.  
H. G. SIMMS, a daughter.HONGKONG OFFICE: 10A, DES VUEX ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 7th, 1910.

The rather striking statement on German naval policy and Anglo-German relations made in the Reichstag on Saturday by Admiral von Tirpitz, the Minister for the Navy, was evidently designed as much to influence public opinion in Great Britain as to pacify the Socialists in Germany who had directly pressed the Minister for the statement. But the statement, like the many others of similar purport which have been made from time to time, is likely to fail in its purpose, for the reason that it supplies no adequate explanation why Germany in her naval shipbuilding, as well as in her arms and armament, has been putting on a forced pace which seems quite inconsistent with the idea that her intentions are purely defensive. In the famous interview with the Kaiser published in a London paper some eighteen months ago, His Majesty was represented as offering the explanation that Germany was preparing against dangers which, in his view, loomed on the horizon in the Far East—the danger of the East adopting an aggressive attitude towards the West, making it necessary for the West to prepare to defend its interests against the growing Navies of the East. We think, however, it may confidently be said that no danger of this kind is to be apprehended during the life-time of the present German Navy. Nor can we conceive that Germany is deliberately meditating an attack on Great Britain, or British possessions, though it has been manifest for a

long time past that this suspicion is deep-rooted in the minds of a large section of the British people. It was implanted in the first place by the propagandist statements of the German Navy League, and the idea has been confirmed by the feverish haste with which the narrow North Sea coast is being converted into the base of an immensely powerful fleet. Does the protection of Germany's small coastline and her growing shipping require the great fleet which during the last few years she has been making superhuman efforts to create? And what Power is assumed to be threatening either the coast or the shipping of Germany? These are the questions which in the minds of the British public will arise out of the statement made on Saturday by Admiral von Tirpitz; and there can be found no answer, we fear, which will at once remove the suspicion of aggressive intentions which the German Government has declared over and over again to be unfounded. There can be no doubt that Anglophobia played a very large part in the success of the German Navy League movement which has done so much to force the pace of German naval shipbuilding efforts. Books galore have been written on the subject in England during the last few years in which the utterances of public men in Germany, and the leaders of the Navy League movement in particular, are collected with the object of convincing the British public that the growth of the German Navy is designed to menace the naval supremacy of Great Britain. One of the latest books of this character is by Mr. ARCHIBALD COLQUHOUN, a name well known in the Far East. It will be remembered that when introducing his Budget last year Mr. LLOYD GEORGE, airily remarked that "we cannot afford to build navies against nightmares," or to "throw away eight millions."

It was this statement which prompted Mr. COLQUHOUN to write his little book which he entitled "1912? Germany and Sea Power." The point at issue, he says, being whether or no Great Britain is to make an effort to retain a standard of superiority hitherto deemed the minimum to secure her safety, one naturally expects that the words "nightmare" and "mythical" should be justified by facts showing that Germany is not, and cannot be, on the point of contesting the supremacy of Great Britain, and that even if she attempted to do so, Great Britain could hold her own. His book is intended to show exactly what Germany is doing, and what Germans themselves think about the Navy they are creating, and in this little volume will be found succinctly put the views which have gone to form that body of opinion in Great Britain which wrung from an unwilling Government a declaration to maintain the two-Power standard, and to put into immediate execution shipbuilding plans which they had intended indefinitely to postpone. Somewhere in the book the author makes the remark that the great advantage of a fine weapon of any kind is that it can be used for offence and defence, and that the latter includes the former. Whatever her intentions or aspirations may be, Germany is forging her weapon, and since it is vital to the existence of the British Empire that British naval supremacy should be maintained, nothing but a slackening of the pace in the shipbuilding yards of other countries can now avail to stop the further expansion of the British Navy. It is a situation to be deplored, for as CORDEN said, many years before Germany began to dream of a Navy, the greatest evil connected with rival armaments is that they destroy the strongest motives for peace; and as a pertinent comment on the present situation we may quote these further observations: "When two great neighbouring nations find themselves permanently subjected to a war expenditure without the compensation of its usual excitements and honours, the danger to be apprehended is that if an accident should occur to inflame their hostile passions—and we know how certain these accidents are at intervals to arise—their latent sense of suffering and injury may reconcile them to a rupture, as the only eventual escape from an otherwise perpetual war taxation in time of peace." But could we be sure that relief from burden of war taxation would be long enjoyed, either by the victor or the vanquished, when we see what is happening in Japan, and when we read of the proposals for the reconstruction of the Russian Navy? It looks as though, after all, we shall have to trust to Diplomacy and the Hague Conference.

The Ven. Archbishop E. J. Barnett has been appointed a Justice of the Peace for the Colony. During the absence on leave of the Hon. Dr. Aikin, or until further notice, Dr. J. Ball has been appointed to act as Principal Civil Medical Officer.

A shipment of 240,000 was made early last month from San Francisco to Hongkong.

A landslide occurred on the reclamation to the Hung Hom Docks on Saturday afternoon. Part of a hillside came away and a Chinese woman and her child were crushed to death.

Action has at last been taken with regard to the street walkers. Twenty-five women appeared at the Detective Office on Saturday to be photographed. They will shortly be banished. The Government are to be congratulated in adopting this desirable course.

The Hongkong Volunteers had their second church parade this year yesterday morning, when they attended divine service at the Union Church. The number was not very large. The preacher was the Rev. C. H. Hickling, who addressed some words of wholesome advice to his hearers.

Yesterday a coolie gained entrance to the third floor of 105, Des Vaux Road, seized a box of clothing and carried it on to the roof. There he broke the box open, wrapped the clothing it contained in a piece of matting and attempted to descend a drain pipe. He fell to the ground sustaining severe injuries and was removed to hospital.

Yesterday was observed as Thanksgiving Day at St. Andrew's Church, and the large congregation at the morning service included H.E. the Governor. Bishop Lander was the preacher. The collections were devoted to the organ scheme, and it was hoped that yesterday would prove the culmination of the great efforts being made to raise the \$5,000 required to purchase a suitable organ.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 28th February, 1910, as certified by the managers of the respective banks, are as follows:—

BANKS.	AVERAGE SPECIE IN AMOUNT.	RESERVE.
Chartered Bank of India, Australia and China	4,910,803	4,000,000
Hongkong and Shanghai Banking Corporation	14,170,595	12,000,000
National Bank of China, Limited	48,582	Nil
Total	19,129,978	17,000,000

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Patient	...	\$50
Hongkong Island Union	...	10
E. A. Irving	...	5
Dr. Chadwick R. Kow	...	5
Jorgo & Co.	...	5
A. H. Hamet	...	5
Ching & Co.	...	5
E. Neidhardt	...	5
J. F. Miller	...	5
E. S. Plessey	...	5
A. Ling & Co.	...	5
Kuhn & Komor	...	5
Smett Excess	...	5

The death has occurred at St. Petersburg of Tsou-tai, whom the French newspapers describe as "Le Rothschild of China." He possessed at Kharbarovsk and at Kharbin breweries, factories for making macaroni, mills, fur stores, and shops and stores of every kind. He also owned a fleet of ships. During the Boxer rising and the Russo-Japanese War, Tsou-tai had been the principal contractor to the Russian Government. He took an active part in the agricultural exhibition in the Amur district, and finally established himself in St. Petersburg, where he proposed to establish a bureau for the extension of Russia's trade with China. He was said to be the motive force for negotiation between Russia and his own country. With great ceremonial the body lay at St. Petersburg for Kharbin.

The China critic is informed that one of the most eminent scholars of the United States will visit China within the next few weeks. This is Dr. Edward A. Ross, who is now professor in the University of Wisconsin and who was for a long time Professor of Sociology in the Stanford University in California. Dr. Ross was very prominent in the public mind, about ten years ago, through a speech which he made upon matters relating to Chinese immigration, and he has since then made a high reputation through his various books on Sociology, one of which, entitled "Sin and Society," was highly thought of by President Roosevelt that he wrote a letter for publication endorsing it and advising its reading by the American people. Dr. Ross comes to China to study sociological, industrial and politico-economic questions. He will spend some months in the country and visit most of the principal centres of population.

The Lusitano Lilliputian Company are giving performances at the Theatre Royal, on Wednesday and Thursday, the 9th and the 10th inst. The evening performance will be under the patronage of His Excellency the Governor, and will be in aid of the funds of the Society of St. Vincent de Paul, which we are informed need replenishing badly, as the number of the poor under the Society's charge has been increased considerably of late. The work of this Society well deserves public support. All classes of poor, irrespective of race and creed, are assisted by the Society, and frequent appeals made to them of late compel them to devise some means of increasing their funds in order to be able to maintain their regular subsidies to 70 families dependent on them. In our advertisement columns particulars as to these performances will be found in detail. The excellence of the performance, ought in itself to attract full houses, and the charitable object in view ought to make success assured. We are informed these will probably be the last performances of the Lilliputians this season in Hongkong. They are going to Macao shortly after Easter and a performance will be given at the D. Pedro V. Theatre.

## TELEGRAMS.

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[DAILY PRESS TELEGRAPHIC SERVICE.]

## THE RUSSIAN RAILWAY SCHEME.

PEKING, March 6th.

Russia's Note suggesting a railway to Urga, financed by an international loan, is regarded as removing an awkward tangle in Manchuria, while it does not injure the expectant concessionaires. Such a railway as Russia suggests is regarded as more valuable to China and to the world in general.

The Chinese Government has replied that the proposal is one which requires careful consideration.

## DECORATION FOR SIR ROBERT BREDON.

PEKING, March 6th.

The King of Sweden has conferred on Sir Robert Bredon, Acting Inspector-General of the Imperial Maritime Customs of China, the Order of the Polar Star, first class.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS"]

## RUSSIA AND THE CHINCHOW-AIGUN RAILWAY.

AN ALTERNATIVE SUGGESTION.

LONDON, March 5th.

A Russian Note to China objects to the Chinchow-Aigun railway, but proposes a counter scheme of a railway through Kalgan to Urga via Kiachta, connecting with the Trans-Siberian railway. In the building of such a railway Russia was ready to co-operate.

## INDIA AND THE SILVER TAX.

LONDON, March 5th.

Reuters' Agent at Calcutta reports that the Indian budget proposals were warmly discussed in the Council.

A number of members declared that the silver tax would be specially injurious to the Bombay cotton-trade with China.

The Government denied that the duty would have such an effect.

The budget was finally passed.

## CHRISTIAN UNIVERSITY FOR CHINA.

SIR ERNEST SATOW'S VIEWS.

LONDON, March 5th.

At a meeting held in the Senate House, Cambridge, on behalf of the Christian University for China, the Vice-Chancellor (Dr. A. J. Mason) warmly supported the scheme.

Sir Ernest Satow, formerly British Minister to Peking, outlined the scheme. He trusted that the conflict between China and the Powers in 1909 would be the last. The teaching which lay at the root of the English superior position was the most valuable which could be offered to the Chinese for the loss suffered in 1900.

## THE IMPERIAL PARLIAMENT.

FINANCE BILLS PASSED.

LONDON, March 5th.

In the House of Commons yesterday the Opposition strongly criticised the delay in collecting the taxes.

Lord Hugh Cecil declared that the Government was subordinating public to party interests.

Mr. Asquith admitted that there was an undesirable degree of financial confusion, but contended that it was solely due to the House of Lords having refused to entertain the suggestion of the Opposition that they should pass the income tax clauses. The Budget, he said, must be passed as a whole.

After a lively discussion the borrowing and War Loan Redemption Bills passed their third reading without a division.

## GERMANY'S NAVAL PROGRAMME.

ANGLO-GERMAN RELATIONS.

LONDON, March 6th.

In the course of a discussion in the Reichstag on the Navy Estimates the Secretary of the Navy (Admiral von Tirpitz) stated that the Government had endeavoured to adapt the Estimates to the financial position of the Empire, with the result that the present Estimates were £1,200,000 sterling below those for the year 1909.

Replying to the Socialist representation that the Naval programme had excited the suspicion of England, Admiral von Tirpitz said the Navy was not aggressive, but was intended for the protection of the coasts and shipping of the German Empire. There was nothing menacing or calculated to excite suspicion in the extent or the timing of the construction programme. The desire of the German Government was to sincerely cultivate friendly relations with England. It was manifest that the Government's foreign policy was solely directed to developing the economic and social forces of Germany, and there was no reason why that should disturb the friendly relations of a country economically so closely joined to Germany as England. If the attitude of the honest merchant were followed in the inevitable international competition, the trustful relations Germany maintains with the English Government would continue to favourably develop and influence the feeling of the two people similarly.

## SUPREME COURT.

Saturday, March 5th.

IN BANKRUPTCY JURISDICTION.

BEFORE HIS HONOUR MR. REES DAVIES, K.C. (ACTING CHIEF JUSTICE).

A RICE FIRM'S FAILURE.

The public examination of the Tai Fung firm of rice merchants, whose indebtedness amounted to \$23,000, was conducted by Mr. A. G. M. Fletcher, Deputy Official Receiver. Mr. E. J. Grist (from the office of Messrs Wilkins & Grist), Mr. E. Davidson (from the office of Messrs. Hastings & Hastings), and Mr. P. Sydenham Dixon (from the office of Mr. R. A. Harding) appeared for various creditors.

Tam Chuk Hing, a partner in the debtor firm, said he acted as buyer. He did not look after the accounts; the man who did that had absconded to the country. Witness' share in the firm was \$500, and there were more than ten other partners. Witness produced a list of partners, most whom he said, had absconded.

What was the reason you have assigned for bankruptcy of the firm?—On account of Yee Yu Nam absconding.

What has that to do with it; did he take any money with him?—Yes; he took away about \$15,000 with him.

What action did you take when he absconded?—I was in the country at that time.

What happened when you came back?—When I came back I saw the firm was greatly indebted, so I came here to settle up matters.

Was a meeting of creditors called and a composition agreed to?—Yes, 50 per cent.

And the creditors seized the stock of rice and sold it?—Yes.

How much did they get for it?—\$6,000.

What has happened to that money?—Paid to the creditors.

Witness added that a sum of \$300 was paid to a Chinese bank for "seeing that the creditors had got over \$6,000 and the bank got nothing, I gave them \$300."

Where did you get that \$300 from?—From debts collected.

Mr. Grist said he appeared for Ming Yee Tai, creditors to the extent of \$2,305.05. He asked witness what the capital of the firm was.

Witness—I didn't enquire into things like that. But you didn't become a partner in the firm without knowing what capital there was in the firm, did you?—The manager is the man in charge of these things and it rests with him.

And you put \$500 in without enquiring what was the capital of the firm?—Well, I just became buyer and "plunked" \$500 down.

His Lordship—You made no enquiries at all as to the monetary position of the firm?—I am not in charge of the accounts, my Lord.

After further questioning, witness said the capital was \$21,000. Answering Mr. Grist, witness said he could only account for about \$8,000 of this sum.

Witness having made contradictory statements, his Lordship, addressing the Court Interpreter, said—"Tell him he is here to tell the truth, and if he goes on making one statement and then another I will deal with him in another way."

Answering Mr. Grist, witness said the total indebtedness of the firm was \$23,000 and the total assets were between \$20,000 and \$30,000.

As a matter of fact the total assets are over \$20,000, are they not?—Yes, \$20,000.

Those are debts due to the firm?—Yes. The money you can get in Hongkong amounts to \$16,000?—Yes.

So that the money in Hongkong alone would pay more than 50 per cent. of your total liability, and the \$18,000 which is due to your firm from the country, if the composition was accepted, was to go to the partners?—That is not so; I do not intend to make myself wealthy like that.

Mr. Grist said it was apparent that the \$18,000 would go into the pockets of the partners. That was the scheme they came forward and asked his clients to accept.

The examination was adjourned.

## THE AUSTRIAN EXTRADITION CASE.

PROCEEDINGS FAIL.

The hearing of the application for the extradition to Shanghai of an Austrian subject who was arrested here on Friday was continued before Mr. E. K. Hallifax at the Magistracy on Saturday morning.

Mr. H. L. Denny, sen., from the office of the Crown Solicitor, appeared to make the application, while the prisoner was represented by Sir Henry Berkeley, K.C., instructed by Mr. M. Roder Harris (from the office of Messrs. Wilkinson & Grist).

Mr. Denny informed the Court that so far as the Crown was concerned, no communication as to the circumstances of the alleged crime had been received. The application for a remand was made by the Austrian Consul, who had received very slight information concerning the alleged perjury. In extradition cases a warrant was applied for on very few facts, and a prisoner was detained until the details arrived.

Mr. Wiser, Consul-General in Hongkong for Austro-Hungary, stated that the official papers had not arrived, but he thought a letter would be here on Tuesday or Wednesday, and he asked his Worship to adjourn the case until this week.

In reply to his Worship, the Consul-General said he had no details of the crime, but the Administrator of the Settlement had urged that the prisoner be kept in custody until details arrived.

His Worship—You have no details of the perjury?

Mr. Wiser—None at all. I have only the telegram.

Sir Henry Berkeley applied for the discharge of the prisoner on the statements made by the Crown and the Consul-General for Austro-Hungary. It was clear, he submitted, upon the warrant before his Worship that the Court had no jurisdiction to issue the warrant. The Magistrate should not have been asked to issue it, and should discharge the prisoner forthwith, leaving those who accused him of the offense, which came within the treaty of the high contract—between the Sovereign of Great Britain and the Sovereign of Austro-Hungary—to apply again if they could show that prisoner had committed an offence against the treaty, which his Worship could take cognizance of. The Court would see from the warrant that the prisoner was accused of having committed an offence of perjury within the jurisdiction of the Austro-Hungarian Consular Court at Shanghai, and if his Worship looked at the treaty he would find there was no agreement, no engagement, between Great Britain and Austria to deliver any subject of Austria who had committed such an offence as alleged under that warrant, and the article said expressly "in the territory."

Before his Worship had any jurisdiction it had to be established that the prisoner had committed an offence within the territory of Austria. That was absolutely essential. The Consul at Shanghai had no power to make an application for the surrender of the prisoner.

Mr. Denny said it was not known whether the offence was committed in Austro-Hungarian territory or not.

Sir Henry Berkeley wished to submit another point, which was, that the application was made on the application of the Austrian Consul at Shanghai. That was altogether improper, and the matter therefore came before his Worship irregularly, and should be dismissed on that ground alone. Instructions must come through the Secretary of State for Foreign Affairs, and through the Governor of the Colony.

Mr. Denny stated that the application was made to detain the prisoner until all the facts came to hand.

Mr. Wiser here translated the telegram he had received. It stated that the accused was wanted on charges of fraud and perjury.

His Worship did not think he had power even to remand, and discharged the prisoner.

## LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zafiro* left Manila on the 5th inst., and is due here to-day at 6 p.m.

The I.G.M. str. *Luzon* left Shanghai on the 5th inst., at 5 p.m., and may be expected here to-morrow at daylight.

The N.Y.K. str. *Atsuta Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 5th inst., and is expected here on the 14th inst.

The N.Y.K. str. *Yamato Maru* (Australian Line) left Thursday Island for this port via Manila on the 3rd inst., and is expected here on the 14th inst.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Yokohama for this port via Kobe, Moji and Nagasaki on the 5th inst., and is expected here on the 15th inst.

At the Marine Magistrate's Court on Saturday, before Commander Basil E. H. Taylor, R.N., the master and pilot of the steamer *Pruthi* were prosecuted by Mr. E. Davy, chief boarding officer, for anchoring their steamer in such a manner as to obstruct the free access of other vessels to the central fairway. After hearing the evidence his Worship fined the captain fifty cents, and the pilot \$50.







# NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.  
UNVARIABLE TO-DAY AS IN 1745.

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS. [46]

## FOR SALE.

**THE** Cutter Yacht "BRYNHILDE," as she lies off Air King's, with all Gear and Stores, Bedding and Mess Traps on Board. Length over all 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet. Lead Keel weighing 7,050 lbs. Teak Built, Copper Fastened. New Sails, Area about 1,700 square feet. Large English-built Dinghy, Three Anchors, Chain and Hemp Cables, Two Life Buoys, Compass, Lights, &c. Complete and ready for sea.

**LEIGH & ORANGE,**  
Princes' Building,  
2, Des Voeux Road Central.  
Hongkong, 31st December, 1909. [106]

## NOW ON SALE.

**HONGKONG HANSARD REPORTS** of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

## FOR SALE.

**REMAINING** Portions of MARINE LOT 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

**TO BE LET OR SOLD** IN LOTS TO SUIT TENANTS OR PURCHASERS.

**MARINE LOT No. 285**  
**EXTENSIVE WATER FRONTAGE, DEEP WATER.**

Apply—**G. FENWICK & Co., Ltd.,**  
ENGINEERS, &c.,  
"PRAYA EAST, HONGKONG."  
Hongkong, 8th June, 1905. [184-168]

## INSURANCES

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
With WHICH IS INCORPORATED THE **OCEAN MARINE INSURANCE CO.**  
TOTAL FUNDS at 31st DECEMBER, 1908 \$19,121,310.

I. Authorized Capital ... \$5,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500 0 0  
II. Fire Funds ... 3,204,753 7 10  
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 15th January, 1909. [908]

## ACCIDENT AND SICKNESS INSURANCE.

**THE GENERAL ACCIDENT, FIRE AND LIFE ASSURANCE CORPORATION, LIMITED,** is prepared to extend the benefits of its well-known "HOME" Policies to Hongkong. Fire Risks also Accepted at Current Rates. For Prospectus and Particulars apply to—  
**W. G. HUMPHREYS & Co.,**  
Agents.  
Hongkong, 18th January, 1910. [187]



These tiny Capsules—superior to Copaiba, Cubebs, and Injections—CURE the same diseases as these drugs in **FORTY-EIGHT HOURS** without inconvenience. Each Capsule bears the name. **Paris, 8, rue Vivienne**  
Sold by all Chemists.

## "SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork. It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of Various Colours. Prospectus and all further information from **SIEMSEN & Co.** (Machinery Dept.), Hongkong, Sole Agents.

Hongkong, 8th December, 1909. [1494]

## NOTICES TO CONSIGNEES

**S.S. "TONKIN,"**  
**COMPAGNIE DES MESSAGERIES MARITIMES.**

## NOTICE.

**CONSIGNEES** of Cargo from London ex s.s. "Gordonian" and "Medon," from Salonique ex s.s. "Siden" from Bordeaux ex s.s. "Verbeekmoes," in connection with above Steamers are hereby informed that their goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 3 p.m., 23rd Feb., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unloaded after the 7th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th inst., or they will not be recognized. All damaged packages will be examined on the 7th inst., at 3 p.m.

No Fire Insurance has been effected.

**P. THOMAS,**  
Agent.  
Hongkong, 28th February, 1910. [2]

## FROM EUROPE.

**THE H.A.L. Steamship**

**"C. FERD. LAEISZ,"**  
Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 7th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

**HAMBURG-AMERICA LINE.**  
Hongkong Office.  
Hongkong, 2nd March, 1910. [360]

## NOTICE TO CONSIGNEES.

**FROM BOMBAY, COLOMBO AND STRAITS.**

**THE P. & O. S. N. Co.'s Steamer**

**"MACEDONIA,"**  
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. "Mongolia."  
From Calcutta, ex s.s. "Sindh."  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.  
Hongkong, 3rd March, 1910. [1]

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**

**"PALMA,"**  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.  
Hongkong, 3rd March, 1910. [1]

## COMPANY REPORT.

**THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.**

The report and a statement of accounts for the year ended 31st December, 1909 states—  
The profit on working was \$303,895.65, as compared with \$243,713.53 in 1908.

The balance at credit of Profit and Loss account, including \$30,102.56 brought forward from last year, and after deducting directors' and auditors' fees and transferring \$5,185.50 to depreciation and repairs account, amounts to \$264,847.44, which it is proposed to appropriate as follows:—

To pay a dividend of 5 per cent.	\$150,000.00
To write off launches	10,000.00
To write off lighters	80,000.00
To write off machinery	20,000.00
To carry forward to new account	4,847.44
<b>Total</b>	<b>\$264,847.44</b>

Storage business decreased considerably during the year, but in other directions there was a slight improvement. The increased profit on Working account is therefore entirely due to reductions in staff and other economies.

The rebuilding of No. 1 wharf, destroyed in the typhoon of September 1908, was completed. Directors—Mr. G. F. Friesland and Mr. W. H. A. Sides resigned on leaving the Colony. Mr. E. A. Sides and Mr. J. B. Bandy joined the Board; their appointment requires confirmation.

Mr. C. S. Gubbay and Mr. E. G. Barrett retired in rotation, according to the Articles of Association, but being eligible, offered themselves for re-election.

Auditors—Messrs. W. H. Potts and A. O'D. Gourdin have audited the accounts now presented and offer themselves for re-election.

**W. J. GIBSON, Chairman.**  
Hongkong, 2nd March, 1910.

## BALANCE SHEET, 31st DECEMBER, 1909.

Dr.		Cr.	
To capital, 60,000 fully paid up shares at \$50	\$3,000,000.00	By value of land and buildings at Kowloon as per last account	\$3,221,570.66
To reserve fund	556,951.00	Since expended	171.00
To insurance fund	550,000.00		
To Hongkong & Shanghai Banking Corporation	505,587.27	Less sale of material	2,223.64
To sundry creditors	315,468.85		
To unclaimed dividends	1,918.00		
To balance of Profit and Loss account	264,847.44		
<b>Total</b>	<b>\$4,834,772.56</b>		

## ASSETS.

By value of land and buildings at Kowloon as per last account	\$3,221,570.66
Since expended	171.00
	3,221,841.66
Less sale of material	2,223.64
	\$3,219,618.02

## LIABILITIES.

By value of wharves at Kowloon as per last account	\$23,703.31
Since expended on new wharves	112,091.48
	435,794.79

## By value of railways and rolling stock at Kowloon as per last account

Since expended	97,351.87
	8,426.59
	105,778.46

## By value of launches as per last account

Since expended	70,452.50
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## By value of lighters as per last account

Less sale of two lighters	445,182.61
	6,000.00
	439,182.61

## By value of machinery and plant as per last account

Since expended	167,752.74
	5,262.84
	173,015.58

## By value of sheer legs as per last account

Since expended	3,000.00
	263,143.88

## By value of West Point wharf

By sundry debtors	9,092.24
By value of coal on hand	101,884.94
By value of stores on hand	641.62
By 1 share Union Ins. Society of Canton, Ltd.	9,709.92
	460.00
	\$4,834,772.56

## Dr. PROFIT AND LOSS ACCOUNT.

To interest	\$59,913.82
To directors' and auditors' fees	10,500.00
To transfer to depreciation and repairs account	5,185.50
To balance	264,847.44
	\$340,447.76

## Cr.

By balance from last account	\$30,102.56
By net earnings for 1909	303,895.65
To transfer, fees	204.00
By premium on 771 shares	6,545.55
	\$340,447.76

## DEPRECIATION AND REPAIRS ACCOUNT.

To ordinary repairs, renewals and improvements during 1909	\$31,993.05
	\$31,993.05

## Cr.

By balance from last account	\$26,806.55
By balance from Profit and Loss account	5,186.50
	\$31,993.05

## JAPANESE COMMERCIAL COMPETITION.

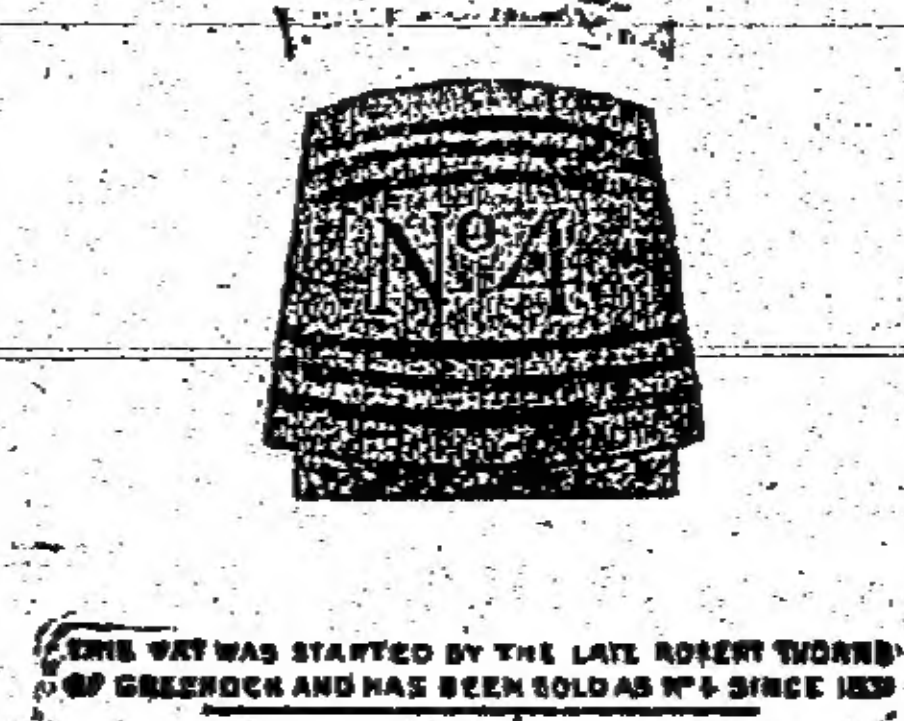
With comparatively few exceptions, says the Japanese edition of a British commercial organ, Japanese manufacturers hitherto have found all their energies absorbed in devotion to the home markets, from which, with some help from the tariff on imports and other forms of Government assistance, they have made in many lines of trade quieted foreign competition very largely, but it promises to be only a matter of a short time before many new lines of Japanese exports will be penetrating as freely almost into Western markets as some classes of Japanese goods have done in China. In the neighbouring markets of China, Manchuria and Korea, Japanese manufacturers have certainly proved their superiority in competition with manufacturers from the West, and by the same efficient methods they may become shortly very formidable competitors even in the markets of the West. There is indeed already widespread belief among European manufacturers that it will be so.

The besetting sin of Western industry is that many firms when they have attained a certain degree of prosperity seem to lose the power of adaptation to their environment, that is to say, their readiness to change their production to suit the changing needs of the world's markets. That is a standing complaint throughout Europe. It applies, of course, chiefly to the export trade, because this branch of trade is to the great majority of manufacturers not nearly so valuable as the home trade, and they do not care to bother much about it. If foreign buyers find the productions which these manufacturers turn out for home trade suitable for their needs, the manufacturers consider themselves fortunate, but comparatively few of them, from experience, perhaps, or possibly only from disinclination, consider it worth the trouble to study the needs of foreign markets and produce articles specially adapted to them. It may be wondered in these circumstances how it is that the export trade of the principal countries continues to grow so well. It must be that after all the needs of the different countries are very different, and that critics of countries are produced in one country, if they can only compete in respect of price, will find a market in other countries equally developed. But never theless, the greatest success in foreign trade must be to those who are readiest and ablest to adapt their productions to suit the peculiar needs of foreign buyers, and in that respect Japanese manufacturers have made a very promising beginning in their trade with China. Although the Japanese undoubtedly have many natural advantages over Western competitors in the markets of China, it is unpleasantly significant to the Western student of international trade that while European manufacturers endeavoured for years in vain to push the sale of certain machinery and implements in China which were too dear to command any considerable sale, the Japanese have now successfully reproduced these unsaleable productions at a very low cost and created a very promising market for them in China, in which Western manufacturers, without revolutionising their methods, are powerless to compete with them. All this is perfectly well known to European manufacturers, and we are hopeful that the success of Japanese competition in China, instead of inclining them to withdraw hopelessly from that market, will stimulate them to adopt more efficient methods to win a share of it.

**WHITELEY'S**  
THE BIGGEST STORE  
IN THE WORLD.  
HIGH QUALITY. MODERATE PRICES.  
PROMPT ATTENTION.  
General Illustrated Catalogue (less postage) at any Departmental List sent Free in Reply to applicants.  
**WM. WHITELEY, Ltd.,**  
UNIVERSAL PROVIDERS,  
WESTBOURNE GROVE & QUEEN'S RD.,  
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AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

**THORNE'S**  
OLD VAT



## SCOTCH WHISKY.

SOLE AGENTS IN  
**HONG KONG, CHINA & MANILLA.**  
**A. S. WATSON & Co., Ltd.**  
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## SINGON & CO.

**IRON, STEEL, METAL AND HARDWARE MERCHANTS.** Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Canton Market) Telephone No. 515. [583]

## ON SALE.

**BOUND VOLUMES of the HONGKONG WEEKLY PRESS.** July to December, 1909. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 29th January, 1910.

## A GOOD START IN LIFE.

Mothers should early realize how essential good health is for the success of their child in after life. A badly nourished baby generally means an undersized child, wanting in stamina and vigour. If unable to nurse your baby, you must give the substitute that most closely resembles human milk. No fattaceous or starchy food or unmodified cow's milk is permissible to a child under 6 or 7 months of age. The "Allenburys" Milk Foods are so prepared as to remove the difference between cow's milk and human milk, and they are as easy of digestion as the natural food of the child.

The "Allenburys" Foods are also suitable for the delicate and robust, and when used as directed, form the best means of rearing a child by hand. The No. 1 Milk Food may be given alternately with the mother's milk without fear of upsetting the child or causing digestive disturbance. The weaning process is thus made easy and comfortable both to the mother and child.

**The Allenburys' Foods.**  
MILK FOOD No. 1. From birth to 3 months.  
MILK FOOD No. 2. From 3 to 6 months.  
MALTED FOOD No. 3. From 6 months and upwards.  
PAMPHLET ON INFANT FEEDING SENT FREE.  
**ALLEN & HANBURYS Ltd., 77, LOMBARD STREET, LONDON, E.C.**

**BENGER'S FOOD**  
A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.  
When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.  
Benger's Food is sold in Tins by Chemists, &c., everywhere.

BY APPOINTMENT TO HIS MAJESTY THE KING.  
**BOVRIL**  
Tempt you to Eat and Feeds you.  
Whether at home, at the office, in the restaurant, or in the theatre, a cup of Bovril is easily and quickly procured.  
ALWAYS INSIST UPON BOVRIL, AND SEE THAT YOU GET IT.

**DINNEFORD'S**  
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.  
Safest and most Effective Agent for Regular Use.  
**DINNEFORD'S MAGNESIA**

**COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.**  
WHAT IT HAS DONE FOR OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.  
**BUY IT TO-DAY**  
From any leading Chemist.  
**MUSTARD & COMPANY.**  
Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [257]

**DR. M. H. CHAUN,**  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.  
**A LING & CO.,**  
19, QUEEN'S ROAD CENTRAL.  
FURNITURE AND PHOTO GOODS STORE.  
Photographic Goods of every Description in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [1327]

**1ST FLOOR, ROOMS 2 and 3.** From the University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. [364]  
**SURGEON DENTIST.**  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [1221]



## SHIPPING.

**ARRIVALS.**  
**ANNUI**, British str., 1,325, J. B. Harris, 6th March—Shanghai 5th March, General—Butterfield & Swire.  
**BUJUN MARU**, Japanese str., 1,374, Y. Fuseno, 6th March—Swatow 5th March, General—Osaka Shosen Kaisha.  
**CHANGCHOW**, British str., 1,203, Rees Lewis, 5th March—Dunlop and Uggel 1st March, Beans—Butterfield & Swire.  
**CHOWFA**, German str., 1,055, F. Schmetz, 5th March—Bangkok 27th Feb., Timber and Mice—Norddeutscher Lloyd.  
**DUNBAR**, British str., 2,357, Martin, 4th March—Dunlop 27th Feb., Beans—Dodwell & Co.  
**HAIMUN**, British str., 636, J. W. Evans, 5th March—Swatow 4th March, General—Douglas, Lapraik & Co.  
**HAIMUN**, British str., 1,183, J. S. Roach, 6th March—Foonchow, Amoy and Swatow 5th March, General—Douglas, Lapraik & Co.  
**KWANTUNG**, Chinese str., 1,536, W. H. Lunt, 6th March—Shanghai 3rd March, General—C. M. S. N. Co.  
**MACHAO**, British str., 4,275, Long, 6th March—Amoy 5th March, General—Butterfield & Swire.  
**SINGAPORE**, British str., 1,647, F. Jamieson, 6th March—Haliphong 27th Feb. and Hoihow 5th March, General—Butterfield & Swire.  
**TACOMA MARU**, Japanese str., 6,173, H. Yamamoto, 6th March—Manila 4th March, General—Osaka Shosen Kaisha.  
**TAISHAN**, British str., 1,140, J. F. Leung, 5th March—Hong Kong 3rd March, Coal and Cement—Pyndley & Co.  
**TAIPEI**, British str., 4,600, v. Emmerick, 5th March—Jaya 20th Feb., Sugar—Jaya-China-Japan Ltd.  
**TAIPEI**, Dutch str., 4,577, H. Koops, 4th March—Amoy 3rd March, General—Jaya-China-Japan Ltd.

## DEPARTURES.

**DETA**, British str., for Shanghai.  
**DETA**, British str., for Australia.  
**GERMANIA**, German str., for Kwong Yen.  
**JOHANN**, German str., for Hoihow.  
**LIGHTNING**, British str., for Singapore.  
**RUMI**, British str., for Manila.  
**SIBERIA**, American str., for Shanghai.  
**SPIN**, Norwegian str., for Hong Kong.  
**YESSAN MARU**, Japanese str., for Moji, 5th March.  
**CHINGTUPU**, Chinese str., for Saigon.  
**DUNBAR**, British str., for New York.  
**FAUNGBA**, British str., for Saigon.  
**HOLSTEIN**, German str., for Hong Kong.  
**KUANGHAI**, British str., for Tientsin.  
**KUANGHAI**, British str., for Shanghai.  
**LIANAN**, British str., for Saigon.  
**MAHAI**, British str., for Swatow.  
**NANCHOW**, British str., for Manila.  
**PITANULOK**, German str., for Swatow.  
**SANGEN**, German str., for Swatow.  
**SELVA**, Norwegian str., for Moji.  
**YCHOW**, British str., for Amoy.

## SHIPPING REPORTS.

The British str. *Anhui* reports: Moderate to light winds, moderate sea.  
 The British str. *Singapore* reports: Strong N.E. wind, high rough sea, dull overcast weather.  
 The British str. *Haimun* reports: Fresh N.E. to N.N.E. breeze, sky overcast, weather fine and clear.  
 The British str. *Taiwan* reports: Moderate wind and sea, dull weather with overcast sky throughout passage.  
 The British str. *Changchow* reports: Fresh to strong monsoon from Suddles Island throughout, moderating approaching port.  
 The British str. *Dunbar* reports: Strong Northerly gale with high sea on the morning of the 3rd instant, passed some spars about 30 feet long, lashed together in the form of a quadrangle.

## VESSELS IN DOCK.

**Kowloon Dock**—*Rio Lima*, *Persin*, *Seah*, *Bea*, *Kiangshing*, *Spir*, *Laertes*, *Providence*.  
**Taikeo Dock**—*Union Water Boat No. 8* and *9*, *Nanchang*, *Kweilin*, *Shenai*, *Tientsin*, *Kaishing*, *Ichang*.

VESSELS ON THE BERTH  
CANADIAN PACIFIC RAILWAY CO.

## FOR VANCOUVER.

**THE Steamship**  
**"KUMERIC."**  
 FROM HONGKONG,  
 ON SATURDAY, the 12th MARCH.  
 FOR VANCOUVER DIRECT.  
 To be followed by the  
**AYMERIC** ... 7th April.  
**SUVERIC** ... 5th May.  
**OCEANO** ... 2nd June.  
**KUMERIC** ... 30th June.  
 Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.  
 For further information regarding rates of freight, etc., apply to  
**CANADIAN PACIFIC RAILWAY CO.**,  
 Hongkong.  
 Hongkong, 2nd March, 1910. [351]

## "INDRA" LINE, LIMITED.

For NEW YORK  
 (With Liberty to Call at Malabar Coast).  
**THE Steamship**  
**"INDRAVELLI"**  
 Capt. Pilder, will be despatched as above on about the 16th March.  
 For Freight apply to  
**JARDINE, MATHESON & Co., Ltd.**,  
 Agents.  
 Hongkong, 24th February, 1910. [324]

## NOTICE TO KOWLOON RESIDENTS

**EXTRA COPIES** of Daily Press are on sale daily at the following stores—  
**KOWLOON BOOK STALL**, Ferry Wharf  
**Messrs. H. BUTTONE & SONS**, Kowloon Store, No. 36, Elgin Road.  
**Messrs. HUNG CHEONG**, Elgin Road.  
**Mr. AH YAU**, Hongkong Ferry Wharf [321]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	JAYA	Brit. str.	—	A. Thompson, R.M.S.	P. & O. S. N. Co.	On 9th inst., at 10 A.M.
LONDON, &c. via USUAL PORTS OF CALL.	MACEDONIA	Brit. str.	—	J. D. Andrews, R.M.S.	P. & O. S. N. Co.	On 19th inst., at Noon
LONDON, ROTTERDAM & ANTWERP	FINZSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	About 1st April.
LONDON, ROTTERDAM & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 21st April.
COPENHAGEN & HAITIC PORTS	YEDDO	Swed. str.	—	—	MELCHERS & Co.	Beginning of April.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SABRIA	Ger. str.	k.w.	McKillop	HAMBURG-AMERICA LINE	On 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SESTRIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERICA LINE	On 13th inst.
MARSEILLES & HAMBURG VIA STRAITS, &c.	SABRIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ERNEST SIMONS	French str.	—	Girard	MESSAGERIES MARITIMES	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SLAVONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUBA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 16th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th inst., at D'light
MARSEILLES & HAMBURG, VIA STRAITS, &c.	SESTRIA	Ger. str.	k.w.	Foss	HAMBURG-AMERICA LINE	On 3rd April.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MYAZAKI MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 13th April, at D'light
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	LUETZOW	Ger. str.	—	C. Dewers	MELCHERS & Co.	On 9th inst., at Noon.
NEW YORK	INDRAVELLI	Am. str.	—	Pilcher	JARDINE, MATHESON & Co., Ltd.	About 16th inst.
BOSTON & NEW YORK	WELSH PRINCE	Am. str.	—	J. Mathie	JARDINE, MATHESON & Co., Ltd.	About 16th inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	KUMERIC	Brit. str.	—	—	DODWELL & Co., Ltd.	On 12th inst.
VANCOUVER (DIRECT)	KUMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 12th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 26th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MYAZAKI MARU	Jap. str.	—	K. Kawano	NIPPON YUSEN KAISHA	On 26th April, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSHEN KAISHA	On 23rd inst., at Noon.
YOKOHAMA & KOBÉ	BUYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 27th April, at Noon.
YOKOHAMA & KOBÉ	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
YOKOHAMA & KOBÉ	KUMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	On 25th inst., at D'light
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	T. Sakino	NIPPON YUSEN KAISHA	On 15th April, at Noon.
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	About 8th inst.
YOKOHAMA & KOBÉ	KUMANO MARU	Jap. str.	—	H. Horvath	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	P. E. Cope	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	T. Sakino	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	J. B. v. Damme Jelinek	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
YOKOHAMA & KOBÉ	KUMANO MARU	Jap. str.	—	E. P. Martin, R.M.S.	P. & O. S. N. Co.	About 9th inst.
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	O. Pahnke	MELCHERS & Co.	On 9th inst., at Noon.
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at D'light
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	Y. Fuseno	OSAKA SHOSHEN KAISHA	On 10th inst., at D'light
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
YOKOHAMA & KOBÉ	KUMANO MARU	Jap. str.	—	Knaissel	HAMBURG-AMERICA LINE	On 11th inst., at 4 P.M.
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst., at D'light
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	—	MESSAGERIES MARITIMES	On 14th inst., at Noon.
YOKOHAMA & KOBÉ	KUMANO MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 16th inst.
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	H. Powell	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	—	MELCHERS & Co.	About 17th inst.
YOKOHAMA & KOBÉ	KUMANO MARU	Jap. str.	—	H. Koops	HAMBURG-AMERICA LINE	Middle of Mar.
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	Hodgins	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	J. S. Roach	DOUGLAS LAFRAIK & Co.	On 12th inst., at 2 P.M.
YOKOHAMA & KOBÉ	KUMANO MARU	Jap. str.	—	Pennetfather	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 P.M.
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	B. Roiger	SEWELL, TOMES & Co.	On 12th inst., at Noon.
YOKOHAMA & KOBÉ	KUMANO MARU	Jap. str.	—	A. W. Underbridge	BUTTERFIELD & SWIRE	On 15th inst., at 3 P.M.
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	A. Fraser	SEWELL, TOMES & Co.	On 19th inst., at Noon.
YOKOHAMA & KOBÉ	KUMANO MARU	Jap. str.	—	G. C. Hurry	NIPPON YUSEN KAISHA	On 9th inst.
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	Dial	CARLOWITZ & Co.	On 15th inst., at Noon.
YOKOHAMA & KOBÉ	PRINZ SIGISMUND	Ger. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
YOKOHAMA & KOBÉ	KUMANO MARU	Jap. str.	—	E. J. Teid	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	Boutman	JAVA-CHINA-JAPAN LINE	Quick despatch.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA &amp; SEATTLE VIA MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	J. Mathie	On 12th March.
AYMERIC	4,365	J. Boyd	On 7th April.
SUVERIC	6,232	S. Shokko	On 5th May.
OCEANO	4,577	F. W. Davies	On 11th June.
KUMERIC	6,232	J. Mathie	On 5th July.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to  
**DODWELL & CO., LIMITED.**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 18th January, 1910.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBÉ	"PRINZ SIGISMUND"	About Tuesday, 8th March.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUETZOW"	Wed. day, 9th March, at Noon.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"KLEIST"	About Wed. day, 9th March.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Friday, 25th March, at D'light.

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD.**  
**MELCHERS & Co.,**  
 GENERAL AGENTS HONGKONG & CHINA.  
 Hongkong, 2nd March, 1910.

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF JAPAN" Sat., 26th Mar.	"EMPERESS OF IRELAND" Fri., 22nd April
"EMPERESS OF CHINA" Sat., 23rd April	From Quebec.
"EMPERESS OF INDIA" Sat., 14th May	"EMPERESS OF IRELAND" Fri., 20th May
"MONTAGLE" Tuesday, 24th May	"ALLAN LINE" FRIDAY, 10th June
"EMPERESS OF JAPAN" Sat., 4th June	"EMPERESS OF BRITAIN" Fri., 1st July
"EMPERESS OF CHINA" Sat., 25th June	"ALLEN LINE" FRIDAY, 22nd July

"Empress" "Montagla" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Paclat "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate (on Steamers) ... £43 ... £45. and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blakes Pier.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBÉ & YOKOHAMA	"POLYNESIE"	On 14th Mar., P.M.
YOKOHAMA	"ERNEST SIMONS"	On 15th Mar., 1 P.M.
MARSEILLES, VIA PORTS	"OCEANIE"	On 28th Mar., P.M.
SHANGHAI, KOBÉ & YOKOHAMA	"TOKIN"	On 25th Mar., 1 P.M.
MARSEILLES VIA PORTS	Capt. Charbonnel	

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—  
**P. THOMAS, AGENT.**  
 Queen's Building.  
 Hongkong, 2nd March, 1910.

## VESSELS ON THE BERTH

## THE "SHIRE" LINE OF STEAMERS, LIMITED.

## PASSENGER SERVICE TO LONDON AND ANTWERP.

## THE STEAMER "CARMARTHENSIRE."

Offering Superior Accommodation for First Class Passengers, will be despatched from HONGKONG as above about BEGINNING OF MARCH.

## FARE TO LONDON ... £35.

A Stewardess and fully qualified Doctor are carried.

For further particulars, apply to  
**JARDINE, MATHESON & Co., LTD.**  
 AGENTS.  
 Hongkong 14th December, 1909. [162]

## THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK (With Liberty to Call at the Malabar Coast).

## THE Steamship "WELSH PRINCE."

will be despatched for the above Ports on TUESDAY, the 8th March, 1910.

For Freight or Passage, apply to  
**ARNHOLD, LAGERBERG & Co.,**  
 General Agents.  
 Hongkong, 1st February, 1910. [246]

## NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)  
 STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Hong Kong, Canton, Shanghai, Yokohama, Kobe, and Genoa, also YOKOHAMA and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAIO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship "CAPRI."

Captain Dial, will be despatched as above on TUESDAY, the 15th inst., at Noon.

For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & Co.,**  
 Agents.  
 Hongkong, 4th March, 1910. [4]

## "SHIRE" LINE OF STEAMERS, LTD.

For LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship "FLINTSHIRE."

Capt. G. C. Cundy, will be despatched as above on or about the 1st April.

For Freight, or Passage, apply to—  
**JARDINE, MATHESON & Co., Ltd.**  
 Agents.  
 Hongkong, 3rd March, 1910. [358]

## "SHIRE" LINE OF STEAMERS, LIMITED.

For LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship "GLAMORGANSHIRE."

Captain H. C. Norris, will be despatched as above on or about 21st April.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI MOJI, KOBE and YOKOHAMA	NILE Capt. C. P. Martin, R.N.R.	5 P.M. 8th March	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSHALLS	JAVA Capt. A. Thompson	10 A.M. 9th March	Freight only.
SHANGHAI	DEVANHA Capt. H. Powell	About 17th March	Freight and Passage.
LONDON via USUAL PORTS OF CALL	MAEDONIA Capt. J. D. Andrews, R.N.R.	Noon, 19th March	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 7th March, 1910.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 8th Mar. 3 P.M.
SHANGHAI	"ANHUI"	On 10th Mar. 4 P.M.
SHANGHAI	"CHINCHU"	On 13th Mar. 11 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 14th March, 4 P.M.
MANILA	"TEAN"	On 15th Mar. 3 P.M.
SHANGHAI	"CHENAN"	On 17th Mar. 4 P.M.

## DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINCHU" and "LINTAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 35.  
For Freight or Passage apply to—  
HONGKONG, 5th March, 1910 BUTTERFIELD & SWIRE, AGENTS. 10

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 8th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMANG"	Wed., 9th Mar., Noon.
SHANGHAI	"CHUOSANG"	Wed., 9th Mar., Noon.
MANILA	"YUENSANG"	Friday, 11th Mar., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 15th Mar., Noon.
MANILA	"LOONGSANG"	Friday, 18th Mar., 4 P.M.

## RETURN TOURS TO JAPAN.

### OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMANG" and "FOOSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choo, Tientsin & Newchwang.

Telephone No. 215, Sui. Exch. 4.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
HONGKONG, 7th March, 1910. GENERAL MANAGERS. 14

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	Middle of March.
COPENHAGEN and BALTIC PORTS	"YEDDO"	Beginning of April.

For Further Particulars apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 28th February, 1910.

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIYANG"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 8th Mar. at 10 A.M.
"HAIYANG"	AMOY and FOOCHOW.	SATURDAY, 12th Mar. at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL  
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR  
BLAKE PIER).

\* Swatow for Passengers only.  
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 5th March, 1910.

# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)



## PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	ATSUTA MARU Capt. Wm. Thompson, 9,000		WED., 16th Mar., at Daylight.
	KANAGAWA MARU Capt. J. Nagao, 7,000		WED., 23rd Mar., at Daylight.
	HITACHI MARU Capt. N. Mathison, 7,000		WED., 30th Mar., at Daylight.
	MIYAZAKI MARU Capt. T. Mura, 9,000		WED., 13th April, at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kori, 7,000		SATURDAY, 23rd April, from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 29th Mar., at Noon.
	INABA MARU Capt. K. Kawan, 7,000		TUESDAY, 26th April, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, 5,000		FRIDAY, 18th Mar., at Noon.
	YAWATA MARU Capt. T. Sekine, 5,000		FRIDAY, 15th April, at Noon.
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. G. C. Harry, 7,000		WED., 9th March.
KOBE and YOKOHAMA	IYO MARU Capt. Harrison, 7,000		FRIDAY, 11th Mar., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine, 5,000		WED., 16th Mar., at Noon.
SHANGHAI, MOJI and KOBE	YETOROFU MARU Capt. A. Keith, 5,000		WED., 16th March.
KOBE and YOKOHAMA	KITANO MARU Capt. F. R. Cope, 9,000		THURSDAY, 17th Mar., at Noon.

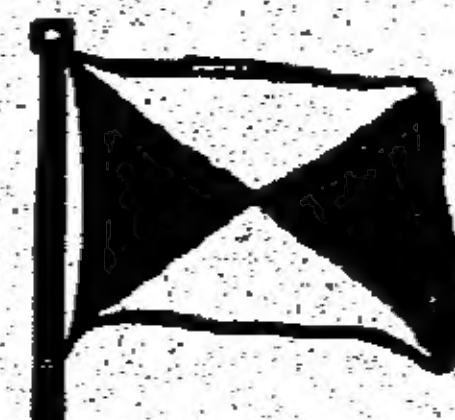
§ Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.  
† Through Passenger Tickets issued to the Principal Cities in the United States,  
Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC  
RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki  
and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.  
For further information as to Freight, Passage, Sailings, etc., apply at the Company's  
Local Branch Office in Prince's Buildings, First Floor, Canton Road.

Hongkong, 7th March, 1910.

T. KUSUMOTO,  
MANAGER.

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 12th Mar., Noon.
RUBI	2540	A. Fraser	Manila	On 19th Mar., Noon.

For Freight or Passage apply to  
Hongkong, 7th March, 1910.SHEWAN, TOMES & Co.,  
General Managers.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports,  
and all North and South American Ports  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. LIBERIA	12th March.
S.S. ALESIA	25th March.
S.S. ANDALUSIA	8th April.
S.S. SILESIA	21st April.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 25th February, 1910.

### HOMEWARD.

FOR HAVRE & HAMBURG:	13th March.
FOR MANZANILLO & HAMBURG:	15th March.
FOR HAVRE & HAMBURG:	22nd March.
FOR ROTTERDAM & HAMBURG:	27th March.
FOR MANZANILLO & HAMBURG:	3rd April.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

# SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000 "	" June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

Hongkong, 31st January, 1910.

TOYO KISEN KAISHA, King's Building.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS & CO.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS of 1910.

Head Office for the Far East:—

16, DES VOGES ROAD,  
HONGKONG.

Japan Office:—

14, WATSE STREET,  
YOKOHAMA.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of Mar.	SHANGHAI	First half of Mar.
TJIPANAS	JAVA	First half of Mar.	JAPAN	First half of Mar.
TJIBODAS	JAVA	First half of Mar.	SHANGHAI	First half of Mar.
TJIMAH	JAPAN	First half of Mar.	JAVA	First half of Mar.
TJILIWONG	JAVA	Second half of Mar.	SHANGHAI	Second half of Mar.
TJILATJAP	JAVA	First half of April	JAPAN	First half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok. Buildings, 1st Floor.

Hongkong, 25th February, 1910.

Telephones No. 375.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES.
TACOMA via MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto, "SEATTLE MARU" Capt. T. Saito	6,178 6,182	WED., 23rd March at Noon WED., 20th April, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 10th Mar. at Daylight.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.  
First Class Cuisine.  
The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class  
Cabin AMIDSHIP.  
For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local  
Branch Office, at Second Floor, No. 1 Queen's Buildings.

T. ARIMA,  
MANAGER.

## SHIPPING IN PORT.

AMIGO, German str., 822, H. Frandsen, 4th March—Haiphong and Hoihow 2nd Mar., General—Jensen & Co.	SHARANO MARU, Japanese str., 2,054, K. Nagata, 27th Feb.—Kantatu 21st Feb., Coal—Shewan, Tomes & Co.	SHANSHI, British str., 1,229, G. Erdy, 9th Feb. —Saigon 4th Feb., General—Butterfield & Swire.	SIGNAL, German str., 907, G. Scholte, 25th February—Saigon 24th February, Rice— Jensen & Co.	SUTTON, HULL, British str., 2,370, W. J. Hanna, 23rd Feb.—New York 24th Feb., Coal—Standard Oil Co.	TAIYAN, British str., 1,042, Jankyn, 2nd Mar. —Saigon 25th Feb., Rice—Butterfield & Swire.	TAMING, British str., 1,350, G. H. Pennefather, 4th March—Manila 1st March, Sugar, Romp and General—Butterfield & Swire.	TIENTSIN, British str., 1,227, F. Boyd, 15th Feb.—Mikie 3rd February, Coal—Butter- field & Swire.	TJIKINI, Dutch str., 4,577, H. Koops, 1st March—Java 10th Feb., Sugar, Cotton, &c.—Java-China-Japan Lijn.	TJIPANAS, Dutch str., 2,277, J. B. v. Danne Jalin, 2nd March—Manila 23rd Feb., General—Java-China-Japan Lijn.	Uru, Norwegian str., 865, J. Pedersen, 23rd Feb.—Dairen 17th Feb., Beans—Aagaard, Thoresen & Co.	WINGSANG, British str., — Martin, March 1st—Wuhu and Chingking, 24th Feb. General—Jardine, Matheson & Co.	WONGKAI, German str., 1,115, W. Rohrer, 4th March—Bangkok 23rd Feb. via Swatow 3rd March, General—Butterfield & Swire.	YUNYAN, British str., 1,200, Jones, 2nd Mar.— Kantatu 25th Feb., Coal—Butterfield & Swire.
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## Butler, Palmer & Co.'s

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**PASSENGERS.**  
**ARRIVED.**  
 Per *Singan*, from *Haliphong*, Lt. Rabrié.  
 Per *Tybidou*, from *Java* Ports, Messrs A. Burgeffier and Billa.  
 Per *Buyan Maru*, from *Swatow*, Mr and Mrs. Harbur and Mr. Taler.  
 Per *Anhui*, from *Shanghai*, Miss Harris, Messrs Mackham, Wood and Offin.  
 Per *Hailan*, from *Coast Ports*, Sir Edward and Lady Avery, Mrs. Moorhead and Mr. Mo-Hugh.  
 Per *Haimun*, from *Swatow* for *Hongkong*, Mr and Mrs. Glad Swas, Rev. Rault, Mr. Hassem and Mr. Vandelen.  
**DEPARTED.**  
 Per *Empire*, for *Australia*, Mr and Mrs. Condon and servant, Mr and Mrs. Farquhar, Mr and Mrs. A. Gould and skilfers, Mr and Mrs. Plafman, Mr and Mrs. A. Robbins, Vas, Mr and Mrs. Potts, Rev. and Mrs. Henry, Messrs. Pawhall, Rogers, Henry and Colston, Sergt. Glenning, Messrs G. W. Arnold, J. Wyatt, M. S. Moisear, A. G. Monceus, F. S. Cyrne, A. Duque and S. Green.  
 Per *Rubi*, for *Manila*, Mr and Mrs. Klein, Mr and Mrs. E. Parker, Mr and Mrs. P. Hub, Mr and Mrs. Aramisti and child, Mr and Mrs. Campere and child, Mr and Mrs. E. de Fries, Mrs. F. A. Modrid, Mrs. Lulu King, Mrs. Rockford and child, Mrs. Chifform, Mrs. Jerome, Mrs. A. G. Newell, Mrs. E. Schipke, Mrs. E. J. Grubb, Mrs. Macke, Mrs. Smith, Mrs. Bierbower, Mrs. M. Jones, Mrs. Rozario, Misses Bridgess, Helen Gordon, E. Pott, Macke and Thomas, Masters Chifform and F. Skinner, Messrs E. J. Jamesson, C. H. Fowler, J. J. Speigal, P. Sabot, A. Satchiffe, W. A. Kery, J. Marshall, R. M. Grogan, J. H. Simpson, G. W. Young, Modesta Baltazar, G. McKensie, Dalol Khon, K. Lieman, M. Brophy and D. W. Wolf.  
 Per *Scitaria*, for *Shanghai*, &c., Mr and Mrs. R. Barbour, Mr and Mrs. S. Gale, Mr and Mrs. C. W. Seagrave, Mr and Mrs. Melville E. Stone, Mr and Mrs. B. C. Howard, Mr and Mrs. S. A. Gibbons, Mr and Mrs. H. C. Farnum, Mr and Mrs. A. R. Newell, Mrs. C. F. Jackson, Mr and Mrs. J. A. Kinnison, Mr and Mrs. A. J. Pastene, Mr and Mrs. H. Davis, Rev. and Mrs. J. F. Russel and son, Rev. and Mrs. R. I. Fagstaff and children, Dr. and Mrs. Treggold, Mrs. C. Hamblin, Mrs. L. E. Colghett, Mrs. C. W. Eddy, Mrs. Frederick, Mrs. Joseph Green, Mrs. Mary Brown, Mrs. M. R. Bagley, Mrs. M. McVillie and maid, Mrs. M. A. Cobbold and maid, Mrs. Sarah Thompson, Mrs. Ida Bloom, Mrs. W. E. Mungara, Mrs. C. W. Hillman, Mrs. H. Caswell, Mrs. L. G. Blaseal, Mrs. C. E. Bane, Mrs. V. E. Yondam, Misses Chanyut, Lewis Sadie Gale, Wood, Nina Rawson, Helen Rawson, E. C. Stone, S. Howard, H. Ripley, S. E. Johnston, Maria Brown, Alice Brown, C. Cowan, M. T. Lossing, L. S. Pool, B. Creech, H. Smith, F. Lopez, Vera Caswell and servant, Col. R. Leigh, Surg. A. W. Dunbar, U.S.A. Captains P. A. Lapique, B. Guarnard and God. Beardsley, Messrs Sydney Lanyon, Lewis and servant, E. H. Colledge, J. Dowell, B. Caswell, J. A. Snitton, Mr C. Joffus and servant, D. W. Scott, S. G. Fentao, A. D. Parker, H. Strauss, D. S. Dady Burjor, H. T. Crust, A. J. Welch, S. Schatzschneider, C. T. Martin, W. F. E. von Beverdore, Jas. H. Hawley, Harzler, Hawley, Augusto Rualory, A. W. Hilcy, C. H. Kinnison, S. O. Bishop, C. Treggold, I. Treggold, G. D. Bissel, M. Zenger, N. C. Haynes, C. M. Carcut, Frank B. Ingersoll and H. G. Sauten.

**STEAMERS PASSED THE CANAL.**  
 February 9th—*Glamorgorshire*, *Glenafra*, *Igo Maru*, *Karanga*, *Danfo*, 12th—*Dardania*, *Liberia*, *Matroso*, *Nila*, *Glenafra*, 15th—*Bonvenus*, *Cathros*, *Maloppo*, 19th—*Kitan Maru*, *Nippon*, *Polyneisic*, *Scandia*, *Sooter*, 23rd—*Errol*, *Oppack*, *Tenkas*, *Alena*, 25th—*Cathros*, *Ponus*, *Scandia*, *Syrin*, *Yasaka*, *Wakas*, *Maru*, *Marol*, 1st—*Bonadid*, *Glenroy*, *Laverich*, *Monmouthshire*, *Myrmidon*, *Sardinia*, *John Hardie*, *Pembrokeshire*, *Prin Ludwig*, 4th—*Aki Maru*, *Bellerophon*, *Ocean*, *Persia*, *Prizam*, *P. E. Friedrich*.

**ARRIVALS AT HOME.**  
 March 4th—*St. Croix*, *Shimosa*.

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 CRINKLING/Messrs. GEARING & Co.  
 MANILA: Messrs. MACONDRAY & Co.  
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 No. 2, Pedder, Street, Hongkong.  
 Hongkong, 9th January, 1909. [655]

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